

SABENA'S 146 OO-DJN
(SEE BAVARIAN INTERLUDE)

CHAIRMAN: MR.M.WILLINGALE 17,BANKSFIELD CRESCENT, YEADON,LEEDS LS19 7JY	01943 875137
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TREASURER: MR.D.VALENTINE 8,ST.MARGARET'S AVENUE,HORSFORTH,LEEDS LS18 5RY	0113 2288143
P.R.O.: MR.L.COLDBECK 207.GREEN LANE, COOKRIDGE,LEEDS LS16 7JL	0113 2676947
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CHAIRMAN'S CHAT

I am pleased to report that the social side of the Yorkshire Aeroplane Club is now fully operational again under the management of Adrian Clegg. Adrian intends to run the club on a "members only" basis, so I suggest that when you intend visiting the club to take your Air Yorkshire membership card with you. Since January 1997 A.Y. has paid a rental to use the club for the Sunday meetings, but now we have reverted to using it free of charge as social members are entitled to do. A payment to the Aero Club has been made by the society to cover all our "full" members who enrolled as such this year. Due to these changes in circumstances we will probably have a surplus at the end of the year. This could either (a) be retained as club funds, (b) be refunded to members or (c) carried forward towards your 1998 membership. A decision will be made by you at the next A.G.M.

With this issue you will also receive your free summer timetable. As usual some alterations will have already occurred, but we will, whenever possible, update the information as and when we receive it., especially the summer charters. Once again we would like to thank our "old" friend Jonathan Hinkles for permission to use his copywrite. Jonathan has now left B.A. and is with Qatar Airways in the Gulf. We wish him all the best and hope if and when he returns to the U.K. he will be able to call in and tell his tales of Arabian Nights (and days).

MEETINGS. (starting at 14.30)

- | | |
|-----------|---|
| 1st. June | "Bavarian Interlude" - following May's article, Ken gives his account of his Bavarian trip with slides. |
| 6th July. | Captain Bill Gilmour (Operations Director, British Midland) |
| August | No meeting |

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick, Leslie Schoftsik,
Denis Yeadon, John Jackson, Ken Cothcliff.

Leeds/Bradford Movements

March 1997

01 Saturday

EI-CKR Boeing 737	0752	EI-FKA Fokker 50	0800
G-PBAC Bandeirante	0914	G-BVJC Fokker 100	0934
G-JEAI Friendship	0936	G-UKTC Fokker 50	1021
PH-SDT DHC-8	1045	G-GNTH SAAB 340	1204
G-BVJC Fokker 100	1250	G-PBAC Bandeirante	1311
G-UKTA Fokker 50	1520	N709EL Beechjet 400	1707
G-JEAI Friendship	1814	G-BVJA Fokker 100	1820
G-UKTB Fokker 50	2003		

02 Sunday

G-BVJA Fokker 100	0926	G-BAVZ Aztec	0932
G-UKTB Fokker 50	1006	EI-CJI Boeing 737	1052
G-BVJA Fokker 100	1226	G-BUEB ATR-42	1342
G-MAJF Jetstream 41	1423	G-JEAD Friendship	1447
PH-SDT DHC-8	1510	EI-CKR Boeing 737	1512
G-UKTB Fokker 50	1515	N501CF Citation I	1716
G-MAJF Jetstream 41	1719	PH-DMD Fokker 50	1734
G-JEAE Friendship	1810	G-BVKD Boeing 737 500	1822
EI-CJI Boeing 737	1947	G-BUEB ATR-42	2011
G-UKTB Fokker 50	2018	PH-SDT DHC-8	2021
G-MAJF Jetstream 41	2028	F-GGBV SAAB 340	2050
N709EL Beechjet 400	2053 2108	G-JEAE Friendship	2112
G-BVJA Fokker 100	2128	G-GNTH SAAB 340	2130
G-BYAF Boeing 757	2331		

03 Monday

EI-CJG Boeing 737	0803	EI-FKC Fokker 50	0811
G-MAJF Jetstream 41	0915	G-BUEA ATR-42	0923
G-BVJA Fokker 100	0932	070 Xingu	0935
G-RMCT Short 360	0938	F-GGBV SAAB 340	0943
G-JEAD Friendship	0948	G-UKTB Fokker 50	1001
G-GRAM PA-31 Navajo	1102	PH-SDM DHC-8	1108
G-GNTH SAAB 340	1119	EC-G60 Boeing 737 300	1203
N252JP Hughes 500	1214	G-BVJA Fokker 100	1233
G-BYAF Boeing 757	1258	G-JEAD Friendship	1441
PH-SDT DHC-8	1450	G-UKTB Fokker 50	1518
G-BVJA Fokker 100	1526	G-MAJF Jetstream 41	1705
G-BUEA ATR-42	1726	PH-DMD Fokker 50	1743
G-JEAE Friendship	1808	G-BVJA Fokker 100	1824
F-GGBV SAAB 340	1826	EI-CJG Boeing 737	1846
G-RMCT Short 360	1902	G-MAJF Jetstream 41	1959
PH-SDP DHC-8	2002	G-UKTB Fokker 50	2005
G-BHIC Cessna F1820	2027	G-GNTH SAAB 340	2059
G-BUEA ATR-42	2108	G-JEAE Friendship	2114
G-BVJA Fokker 100	2127	G-GNTI SAAB 340	2131

04 Tuesday

EI-CJE Boeing 737	0810	EI-FKF Fokker 50	0816
G-JLRW Duchess	0828	G-RMCT Short 360	0905
G-BSSE Cherokee 140	0906	G-MAJF Jetstream 41	0911
G-BVJA Fokker 100	0925	G-GNTI SAAB 340	0936

9H-ABF Boeing 737	0958	G-UKTB Fokker 50	1001
G-BXEH ATR-42	1005	G-JEAE Friendship	1029
G-SHCC JetRanger	1032	PH-SDP DHC-8	1040
G-GNTH SAAB 340	1118	G-RMCT Short 360	1158
G-RSBW JetRanger	1223	PH-SDP DHC-8	1441
G-JEAE Friendship	1444	G-UKTB Fokker 50	1526
G-BVJA Fokker 100	1528	G-MAJF Jetstream 41	1712
N36VU A.36 Bonanza	1718 1143(05)	G-GNTI SAAB 340	1724
G-RMCT Short 360	1740	EI-FKD Fokker 50	1742
G-BUEA ATR-42	1745	G-JEAD Friendship	1816
05 Wednesday			
PH-SDM DHC-8	0621	G-BVJA Fokker 100	0623
G-GNTH SAAB 340	0720	G-BUEA ATR-42	0725
G-GNTI SAAB 340	0728	EI-FKD Fokker 50	0810
EI-CJE Boeing 737	0813	G-BVED ATR-42	0918
G-BVJA Fokker 100	0929	G-VICE Hughes 500	0946
G-JEAE Friendship	0950	G-RSBW JetRanger	1007
G-GNTI SAAB 340	1010	G-BGLW Seneca	1024
G-RMCT Short 360	1033	PH-SDT DHC-8	1040
G-ZULU Warrior II	1047	G-MAJF Jetstream 41	1103
G-GNTH SAAB 340	1140	G-UKYB Fokker 50	1215
G-BWXE T67M Firefly	1219	G-PLMC Ecureuil	1221
G-BVJA Fokker 100	1231	G-RMCT Short 360	1256
G-JEAD Friendship	1430	G-JEAE Friendship	1444
PH-SDM DHC-8	1454	G-BHSA Cessna 152	1504
G-BVJA Fokker 100	1521	G-UKTB Fokker 50	1601
VR-CPR Cessna 421C	1646	G-BVED ATR-42	1716
G-MAJF Jetstream 41	1726	G-GNTI SAAB 340	1729
EI-FKA Fokker 50	1731	G-RMCT Short 360	1741
G-JEAD Friendship	1809	G-BVJA Fokker 100	1816
EI-CJE Boeing 737	1840	PH-SDR DHC-8	2008
G-UKTA Fokker 50	2011	G-MAJF Jetstream 41	2013
G-GNTI SAAB 340	2025	G-RMCT Short 360	2030
G-BYAD Boeing 757	2053	G-GNTH SAAB 340	2106
G-JEAD Friendship	2110	G-ZAPJ ATR-42	2118
G-BVJA Fokker 100	2124	G-RVED ATR-42	2131
06 Thursday			
EI-CJG Boeing 737	0801	EI-FKF Fokker 50	0808
N1YA Cessna 421B	0857 1611	G-RMCT Short 360	0901
G-BUEA ATR-42	0925	G-GNTH SAAB 340	0930
G-BVJA Fokker 100	0935	G-JEAD Friendship	0947
G-UKTB Fokker 50	0957	PH-SDP DHC-8	1054
G-RMCT Short 360	1156	G-AZLY Cessna F150L	1214
G-BVJA Fokker 100	1238	G-GNTI SAAB 340	1244
G-PLMC Ecureuil	1251	G-BSFP Cessna 152	1401
G-BSDD Cessna 152	1406	G-BYAW Boeing 757	1432
G-JEAD Friendship	1443	PH-SDR DHC-8	1451
G-BVJA Fokker 100	1514	G-TPTT Airbus 320	1529
G-UKTB Fokker 50	1532	G-AWAC GY-80 Horizon	1537
G-WIZZ JetRanger	1629	G-CTWW Seneca	1656
G-BUEA ATR-42	1728	EI-FKC Fokker 50	1731
G-GNTJ SAAB 340	1741	G-RMCT Short 360	1746
G-JEAE Friendship	1804	G-BVJA Fokker 100	1822
EI-CJG Boeing 737	1847	G-AXNS B121 Pup	1903
G-UKTB Fokker 50	1957	PH-SDT DHC-8	2027
G-RMCT Short 360	2035	G-GNTJ SAAB 340	2038

9H-ABF Boeing 737	0958	G-UKTB Fokker 50	1001
G-BXEH ATR-42	1005	G-JEAE Friendship	1029
G-SHCC JetRanger	1032	PH-SDR DHC-8	1040
G-GNTH SAAB 340	1118	G-RMCT Short 360	1158
G-BSBW JetRanger	1223	PH-SDP DHC-8	1441
G-JEAE Friendship	1444	G-UKTB Fokker 50	1526
G-BVJA Fokker 100	1528	G-MAJF Jetstream 41	1712
N36VU A.36 Bonanza	1718	G-GNTI SAAB 340	1724
G-RMCT Short 360	1740	EI-FKD Fokker 50	1742
G-BUEA ATR-42	1745	G-JEAD Friendship	1816
05 Wednesday			
PH-SDM DHC-8	0621	G-BVJA Fokker 100	0623
G-GNTH SAAB 340	0720	G-BUEA ATR-42	0725
G-GNTI SAAB 340	0728	EI-FKD Fokker 50	0810
EI-CJE Boeing 737	0813	G-BVED ATR-42	0918
G-BVJA Fokker 100	0929	G-VICE Hughes 500	0946
G-JEAE Friendship	0950	G-BSBW JetRanger	1007
G-GNTI SAAB 340	1010	G-BGLW Seneca	1024
G-RMCT Short 360	1033	PH-SDT DHC-8	1040
G-ZULU Warrior II	1047	G-MAJF Jetstream 41	1103
G-GNTH SAAB 340	1140	G-UKTB Fokker 50	1215
G-BWXE T67M Firefly	1219	G-PLMC Ecureuil	1221
G-BVJA Fokker 100	1231	G-RMCT Short 360	1256
G-JEAD Friendship	1430	G-JEAE Friendship	1444
PH-SDM DHC-8	1454	G-BHSA Cessna 152	1504
G-BVJA Fokker 100	1521	G-UKTB Fokker 50	1601
VR-CPR Cessna 421C	1646	G-BVED ATR-42	1716
G-MAJF Jetstream 41	1726	G-GNTI SAAB 340	1729
EI-FKA Fokker 50	1731	G-RMCT Short 360	1741
G-JEAD Friendship	1809	G-BVJA Fokker 100	1816
EI-CJE Boeing 737	1840	PH-SDR DHC-8	2008
G-UKTA Fokker 50	2011	G-MAJF Jetstream 41	2013
G-GNTI SAAB 340	2025	G-RMCT Short 360	2030
G-BYAD Boeing 757	2053	G-GNTH SAAB 340	2106
G-JEAD Friendship	2110	G-ZAPJ ATR-42	2118
G-BVJA Fokker 100	2124	G-BVED ATR-42	2131
06 Thursday			
EI-CJG Boeing 737	0801	EI-FKF Fokker 50	0808
N1YA Cessna 421B	0857 1611	G-RMCT Short 360	0901
G-BUEA ATR-42	0925	G-GNTH SAAB 340	0930
G-BVJA Fokker 100	0935	G-JEAD Friendship	0947
G-UKTB Fokker 50	0957	PH-SDP DHC-8	1054
G-RMCT Short 360	1156	G-AZLY Cessna F150L	1214
G-BVJA Fokker 100	1238	G-GNTI SAAB 340	1244
G-PLMC Ecureuil	1251	G-BSFP Cessna 152	1401
G-BSDO Cessna 152	1406	G-BYAW Boeing 757	1432
G-JEAD Friendship	1443	PH-SDR DHC-8	1451
G-BVJA Fokker 100	1514	G-TPTT Airbus 320	1529
G-UKTB Fokker 50	1532	G-AWAC GY-80 Horizon	1537
G-WIZZ JetRanger	1629	G-CTAW Seneca	1656
G-BUEA ATR-42	1728	EI-FKC Fokker 50	1731
G-GNTJ SAAB 340	1741	G-RMCT Short 360	1746
G-JEAE Friendship	1804	G-BVJA Fokker 100	1822
EI-CJG Boeing 737	1847	G-AXNS B121 Pup	1903
G-UKTB Fokker 50	1957	PH-SDT DHC-8	2027
G-RMCT Short 360	2035	G-GNTJ SAAB 340	2038

G-RVEF	ATR-42	2110	G-JEAF	Friendship	2114
G-ZAPJ	ATR-42	2123	G-BVJA	Fokker 100	2126
G-GNTI	SAAB 340	2200	G-BYAW	Boeing 757	2213
07 Friday					
EI-CJD	Boeing 737	0905	EI-FKA	Fokker 50	0917
G-BVJB	Fokker 100	0921	G-RVEF	ATR-42	0925
G-JEAF	Friendship	0945	G-RMCT	Short 360	0946
G-HOPE	F33A Bonanza	1020	F-GGBV	SAAB 340	1027
G-BTDK	Cessna 421C	1030	G-UKTB	Fokker 50	1035
PH-SDM	DHC-8	1037	G-BILP	Cessna 152	1052
G-BYAT	Boeing 757	1100	G-BVJB	Fokker 100	1229
G-GNTI	SAAB 340	1424	EG-FTL	Boeing 757	1431
G-JEAF	Friendship	1443	G-BVMX	Short 360	1449
PH-SDT	DHC-8	1450	G-UKTB	Fokker 50	1516
G-BVJB	Fokker 100	1520	G-BPFY	Beneca	1528
EI-CKP	Boeing 737	1553	G-WIRE	Twin Squirrel	1633
G-BUKA	Metroliner	1635	EI-FKD	Fokker 50	1722
G-RVEF	ATR-42	1724	G-GNTJ	SAAB 340	1733
G-BNOH	Warrior II	1800	G-JEAF	Friendship	1808
G-JCFR	Citation II	1819	PH-FVB	Sandeirante	1838
G-BVJB	Fokker 100	1835	G-BVMX	Short 360	1910
EI-CJD	Boeing 737	1931	G-UKTB	Fokker 50	1957
G-BUKA	Metroliner	2007	PH-SDP	DHC-8	2009
G-GNTJ	SAAB 340	2031	G-GNTI	SAAB 340	2110
G-ZAPJ	ATR-42	2114	G-JEAF	Friendship	2116
G-RVEF	ATR-42	2118	G-BNOH	Warrior II	2126
G-BVJB	Fokker 100	2137			
08 Saturday					
G-BDDU	SF25 Falke	0734	EI-CJI	Boeing 737	0757
EI-FKE	Fokker 50	0815	G-BVJB	Fokker 100	0922
G-JEAF	Friendship	0942	G-UKTB	Fokker 50	1001
G-BJYD	Cessna 152	1014	PH-SDU	DHC-8	1028
G-GNTI	SAAB 340	1146	XZ312	Gazelle AH.1	1149
G-BVJB	Fokker 100	1225	G-BPTL	Cessna 172N	1335
G-PIDS	Boeing 757	1408	G-RFHR	Aztec	1437
G-UKTB	Fokker 50	1504	G-JEAF	Friendship	1806
G-BVJB	Fokker 100	1829	G-UKTB	Fokker 50	1941
09 Sunday					
G-BVJB	Fokker 100	0920	G-UKTB	Fokker 50	0953
EI-CJI	Boeing 737	1105	G-JEAF	Friendship	1118
G-BVJB	Fokker 100	1231	G-BXEG	ATR-42	1342
PH-SDM	DHC-8	1434	G-JEAF	Friendship	1444
G-UKTB	Fokker 50	1507	G-DIDZ	King Air 200	1512
EI-CKP	Boeing 737	1527	G-WIZZ	JetRanger	1549
G-BUKA	Metroliner	1718	PH-DMG	Fokker 50	1731
G-JEAF	Friendship	1814	G-BVJC	Fokker 100	1825
EI-CJI	Boeing 737	1925	G-UKTB	Fokker 50	1958
PH-SDM	DHC-8	2003	G-BXEB	ATR-42	2013
G-GNTJ	SAAB 340	2018	G-BUKA	Metroliner	2020
G-GNTI	SAAB 340	2101	G-JEAF	Friendship	2112
G-BVJC	Fokker 100	2202	G-BYAT	Boeing 757	2233
10 Monday					
NSLOWE	Citation V	0800	EI-CJI	Boeing 737	0804
EI-FKE	Fokker 50	0808	G-UKRC	BAe 145	DIV 0823
EI-CKP	Boeing 737	DIV 0930	G-GNTJ	SAAB 340	0940
G-JEAF	Friendship	0952	G-BVMX	Short 360	0957

G-UKTB Fokker 50	1007
PH-SDR DHC-8	1045
EC-FKJ Boeing 737 300	1206
G-BYAT Boeing 757	1252
G-JEAF Friendship	1445
PH-SDM DHC-8	1506
G-UKTB Fokker 50	1520
G-OBMR Boeing 737 500	1617
G-WIRE Twin Squirrel	1649
G-BUKA Metroliner	1706
G-BVEC ATR-42	1740
G-OBMX Boeing 737 300	1848
G-BODY Cessna 310R	1859
PH-SDT DHC-8	1959
G-BUKA Metroliner	2024
G-ZAPJ ATR-42	2050
G-GNTI SAAB 340	2058
G-BVJC Fokker 100	2126

G-BVJC Fokker 100	1022
G-GNTI SAAB 340	1129
G-AZLY Cessna F150L	1213
G-BVJC Fokker 100	1326
G-BAVZ Aztec	1505
G-BUKA Metroliner	1508
G-JEAF Friendship	1610
G-SBEB Boeing 737	1621
G-BILR Cessna 152	1651
G-GNTJ SAAB 340	1721
EI-FKE Fokker 50	1744
G-BVMX Short 360	1855
EI-CKP Boeing 737	1928
G-UKTB Fokker 50	2013
G-GNTJ SAAB 340	2027
D-ALDA BAe 146	2055
G-BVEC ATR-42	2115

11 Tuesday

G-WIRE Twin Squirrel	0742
G-BUKA Metroliner	0919
G-BLGE Short 360 DIV	0930
G-DBEA Jetstream 31 DIV	1003
PH-DMD Fokker 50	1013
G-UKTB Fokker 50	1036
G-ORJB Citation I	1138
G-BVMX Short 360	1159
G-BWXX T67M Firefly	1231
G-WIRE Twin Squirrel	1357
G-JEAF Friendship	1443
G-UKTB Fokker 50	1519
G-BVZB Boeing 737 500	1544
G-OSCH Cessna 421C	1647
G-BUKA Metroliner	1713
G-GNTJ SAAB 340	1731
G-BVMX Short 360	1746
G-BVED ATR-42	1827
EI-CJE Boeing 737	1852
PH-SDR DHC-8	1954
G-BDPA Warrior	2013
G-BVMX Short 360	2026
G-GNTI SAAB 340	2056
G-JEAF Friendship	2113
G-BYAT Boeing 757	2140
G-BVJC Fokker 100	2153
G-SBEB Boeing 737	2257

G-BVMX Short 360	0912
G-BVJC Fokker 100	0922
G-GNTJ SAAB 340	0937
9H-ABE Boeing 737	1010
G-OSCH Cessna 421C	1036
G-GNTI SAAB 340	1106
G-JEAF Friendship	1141
EI-CKS Boeing 737	1203
G-BVJC Fokker 100	1259
G-BBEC Cessna F150L	1413
XZ309 Gazelle AH.1	1446
PH-SDR DHC-8	1523
G-EKAZ Cessna 152	1633
G-MONX Airbus 320	1659
EI-FKF Fokker 50	1728
G-ATUL Cherokee 180	1734
G-JEAF Friendship	1809
G-BVZG Boeing 737 500	1846
G-UKTB Fokker 50	1948
G-UKTA Fokker 50 DIV	2007
G-UKFJ Fokker 100 DIV	2018
G-GNTJ SAAB 340	2032
G-ORFH ATR-42 DIV	2105
G-ZAPJ ATR-42	2118
G-BRYJ DHC-8 DIV	2144
G-BVED ATR-42	2201

12 Wednesday

EI-CKQ Boeing 737	0759
G-MONZ Airbus 320	0807
G-JEAF Friendship	0938
G-BGCO PA-44 Seminole	1039
G-GNTI SAAB 340	1125
G-UKTB Fokker 50	1132
G-BVJC Fokker 100	1229
G-BVMX Short 360	1238
G-GNTF SAAB 340	1431

EI-FKE Fokker 50	0804
G-BODY Cessna 310R	0841
G-BWYE Cessna 310R	1036
PH-SDT DHC-8	1050
G-BVZI Boeing 737 500	1128
G-VVIP Cessna 421C	1224
G-BGLW Seneca	1236
G-BWYE Cessna 310R	1423
G-JEAF Friendship	1445

PH-SDR DHC-8	1501	G-UKTB Fokker 50	1531
G-DBMH Boeing 737 300	1548	G-BUEA ATR-42	1718
EI-FKA Fokker 50	1725	G-GNTJ SAAB 340	1728
G-BVMX Short 360	1738	G-BYAT Boeing 757	1750
G-JEAE Friendship	1815	G-BVJC Fokker 100	1831
EI-CKD Boeing 737	1847	G-UKTB Fokker 50	2004
PH-SDP DHC-8	2011	G-GNTJ SAAB 340	2023
G-BVMX Short 360	2027	G-BUEA ATR-42	2103
G-GNTF SAAB 340	2112	G-JEAE Friendship	2115
G-BUPS ATR-42	2119	G-BVJC Fokker 100	2137
G-MONX Airbus 320	2230		
13 Thursday			
EI-CJI Boeing 737	0806	EI-FKB Fokker 50	0811
G-BVMX Short 360	0915	G-BVED ATR-42	0919
G-BUKA Metroliner	0922	G-BVJC Fokker 100	0931
G-GNTJ SAAB 340	0941	G-LLTT PA-32 Saratoga	0946
G-JEAE Friendship	0948	G-UKTB Fokker 50	1025
G-CAFZ PA-31 Navajo	1031	PH-SDT DHC-8	1037
G-SANB King Air E90	1104	G-GNTF SAAB 340	1112
G-BAVZ Aztec	1139	G-BVMX Short 360	1159
G-BVJC Fokker 100	1225	G-SHIV GA7 Cougar	1251
G-WIRE Twin Squirrel	1317	G-NEWR PA-31 Navajo	1334
G-BYAT Boeing 757	1339	G-BDGM Warrior	1405
G-BKVT Aztec	1431	PH-SDP DHC-8	1445
G-TPTT Airbus 320	1448	G-JEAE Friendship	1451
G-BVJC Fokker 100	1518	G-UKTB Fokker 50	1523
G-BUKA Metroliner	1724	G-GNTJ SAAB 340	1726
PH-DMD Fokker 50	1729	G-BVED ATR-42	1735
N501CF Citation I	1745	G-BVMX Short 360	1753
G-JEAF Friendship	1808	G-BVJC Fokker 100	1829
G-LOFT Citation I	1832	EI-CJI Boeing 737	1849
PH-SDM DHC-8	1959	G-UKTB Fokker 50	2006
G-BVMX Short 360	2026	G-GNTI SAAB 340	2108
G-BVED ATR-42	2111	G-BUKA Metroliner	2114
G-JEAF Friendship	2116	G-BUPS ATR-42	2118
G-BYAT Boeing 757	2127	G-GNTJ SAAB 340	2131
G-BVJC Fokker 100	2135		
14 Friday			
EI-CJI Boeing 737	0802	EI-FKE Fokker 50	0813
G-BVJC Fokker 100	0929	G-BUEA ATR-42	0946
G-BVMX Short 360	0948	G-JEAF Friendship	0949
F-GGBV SAAB 340	0955	G-BWXY T67M Firefly	0957
G-UKTB Fokker 50	1001	G-BNMB Warrior	1015
F-SSOT Enstrom 480	1023	G-DACG Seneca	1044
PH-SDR DHC-8	1054	G-GNTJ SAAB 340	1120
G-SHIV GA7 Cougar	1142	G-BYAW Boeing 757	1202
G-BVJC Fokker 100	1219	ZH776 Chinook HC.2	1306
ZH775 Chinook HC.2	1306	G-BYAL Boeing 757 DIV	1337
G-JEAF Friendship	1441	PH-SDM DHC-8	1454
EC-FEE Boeing 757	1502	G-BVJC Fokker 100	1520
G-NTEE Robinson R44	1531	EI-CJD Boeing 737	1533
G-SHIV GA7 Cougar	1546	G-UKTD Fokker 50	1559
G-GNTE SAAB 340	1719	EI-FKA Fokker 50	1726
G-GNTI SAAB 340	1731	EI-CJE Boeing 737	1733
G-BVED ATR-42	1816	G-BVJC Fokker 100	1824
G-BVMX Short 360	1858	G-JEAF Friendship	1919

EI-CJI Boeing 737	1944	G-UKTD Fokker 50	2003
PH-SDT DHC-8	2007	G-BUKA Metroliner	2010
G-GNTI SAAB 340	2025	G-BXEG ATR-42	2110
G-GNTJ SAAB 340	2121	G-BUPS ATR-42	2124
G-BVJC Fokker 100	2126	G-JEAF Friendship	2213
15 Saturday			
G-BXEG ATR-42	0617	EI-CJI Boeing 737	0800
PH-DMD Fokker 50	0810	G-BVJC Fokker 100	0928
G-DBNF Cessna 310K	0941	G-JEAI Friendship	0944
G-UKTD Fokker 50	1003	PH-SDP DHC-8	1043
G-BBSW JetRanger	1113	G-GNTJ SAAB 340	1201
G-BVJC Fokker 100	1223	G-DBNF Cessna 310K	1509
G-UKTD Fokker 50	1519	G-PIDS Boeing 757	1526
G-SIGN Seneca	1722	G-BVJC Fokker 100	1817
G-JEAF Friendship	1843	G-UKTD Fokker 50	1955
16 Sunday			
G-BVJC Fokker 100	0919	G-DOVE Cessna 1820	0938
G-UKTD Fokker 50	1007	G-TLME Robinson R44	1038
G-AZEG Cherokee 140D	1049	EI-CJF Boeing 737	1055
G-BNTC Turbo Arrow IV	1212	G-BVJC Fokker 100	1227
VR-CCT King Air C90	1234	G-BBSW JetRanger	1306
G-BVEF ATR-42	1341	G-DAAH Turbo Arrow IV	1345
G-BUKA Metroliner	1446	G-PEKT TB20 Trinidad	1447
G-JEAF Friendship	1449	PH-SDR DHC-8	1452
G-BGXD TB10 Tobago	1454	G-BPND Boeing 727	1506
G-UKTD Fokker 50	1527	EI-CJE Boeing 737	1532
G-VICE Hughes 369E	1628	G-GNTI SAAB 340	1711
G-BUKA Metroliner	1720	PH-DMD Fokker 50	1731
G-JEAF Friendship	1809	G-BVJC Fokker 100	1816
EI-CJF Boeing 737	1933	PH-SDT DHC-8	2005
G-GNTI SAAB 340	2021	G-UKTD Fokker 50	2024
G-BXEG ATR-42	2027	G-BUKA Metroliner	2032
G-GNTJ SAAB 340	2110	G-JEAF Friendship	2120
G-BVJC Fokker 100	2128	G-BYAW Boeing 757	2334
17 Monday			
G-OLAH Short 360	0625	EI-CJH Boeing 737	0807
EI-FKF Fokker 50	0811	G-BVJC Fokker 100	0930
G-BXEG ATR-42	0934	G-VVIP Cessna 421C	0940
G-BVMX Short 360	0952	G-OLAH Short 360	0956
G-JEAF Friendship	1005	G-UKTD Fokker 50	1013
G-GNTI SAAB 340	1017	G-BTDK Cessna 421B	1056
PH-SDR DHC-8	1104	G-GNTJ SAAB 340	1118
G-BAVZ Aztec	1138	EC-FYF Boeing 737 300	1201
61 Nord 262	1217	G-BVJC Fokker 100	1228
G-BJAJ AASB Tiger	1242	G-BYAG Boeing 757	1256
G-MAJD Jetstream 41	1434	PH-SDT DHC-8	1441
G-BGZW Tomahawk	1443	G-GNTB SAAB 340	1444
G-JEAF Friendship	1450	G-UKTA Fokker 50	1513
G-BVJC Fokker 100	1540	G-BXEG ATR-42	1719
G-GNTI SAAB 340	1726	EI-FKB Fokker 50	1731
G-BVMX Short 360	1734	G-HCTL Navajo	1744
G-JEAF Friendship	1806	G-BVJC Fokker 100	1822
EI-CJH Boeing 737	1837	OY-CPW Citation I	1856
G-OLAH Short 360	1911	G-UKTA Fokker 50	2001
PH-SDM DHC-8	2011	G-GNTI SAAB 340	2025
G-BVED ATR-42	2058	G-BVMX Short 360	2101

G-JEAH Friendship	2105	G-BYAG Boeing 757	2112
G-BVJC Fokker 100	2127	G-GNTB SAAB 340	2141
G-BUPS ATR-42	2150		
18 Tuesday			
G-OLDZ King Air 200	0733	EI-CJD Boeing 737	0801
EI-FKB Fokker 50	0808	OO-PHI Citationjet	0816
G-OLAH Short 360	0909	G-BVJC Fokker 100	0922
G-BVEC ATR-42	0932	G-GNTI SAAB 340	0942
G-BVMX Short 360	0948	G-JEAE Friendship	0956
9H-ABE Boeing 737	1002	133 Falcon 10	1014
G-UKTA Fokker 50	1028	G-ODIL JetRanger	1041
PH-SDP DHC-8	1048	G-GNTJ SAAB 340	1131
G-BBGB Aztec	1142	G-OLAH Short 360	1158
G-BVJC Fokker 100	1222	G-BVMX Short 360	1231
ZE396 HS 125 CC.3	1343	G-JEAE Friendship	1444
PH-SDM DHC-8	1457	G-UKTA Fokker 50	1517
G-BVJC Fokker 100	1526	G-DBNF Cessna 310K	1619
G-BIYO Navajo	1625	G-BFRD Cessna F150M	1640
G-OLDZ King Air 200	1654	G-BVEC ATR-42	1711
G-BLGE Short 360	1719	G-GNTI SAAB 340	1723
EI-FKC Fokker 50	1730	G-OLAH Short 360	1738
G-JEAH Friendship	1819	G-BVJC Fokker 100	1834
EI-CJF Boeing 737	1946	G-UKTA Fokker 50	2001
PH-SDR DHC-8	2014	G-GNTI SAAB 340	2025
G-OLAH Short 360	2032	G-BLGE Short 360	2048
G-BLZT Short 360	2111	G-JEAH Friendship	2114
G-GNTJ SAAB 340	2119	G-BXEG ATR-42	2122
G-BVJC Fokker 100	2134	G-BUPS ATR-42	2151
G-BYAW Boeing 757	2159		
19 Wednesday			
LX-YKH Citation I	0753	EI-CJF Boeing 737	0810
EI-FKF Fokker 50	0814	G-BLZT Short 360	0905
G-GNTI SAAB 340	0931	G-BVJC Fokker 100	0934
G-JEAH Friendship	0945	G-BLGE Short 360	0951
G-BMMC Cessna 3100	1000	G-UKTA Fokker 50	1031
G-BXEH ATR-42	1043	G-VVIP Cessna 310C	1054
PH-SDT DHC-8	1101	G-GNTJ SAAB 340	1112
G-BPMF Warrior	1119	G-WIRE Twin Squirrel	1145
G-BLZT Short 360	1159	G-BODY Cessna 310R	1227
G-BVJC Fokker 100	1242	G-SFHR Aztec	1250
G-BDGM Warrior	1317	G-DBNF Cessna 310K	1433
G-JEAH Friendship	1446	PH-SDR DHC-8	1502
XZ292 Gazelle AH.1	1508	G-UKTA Fokker 50	1514
G-BVJC Fokker 100	1519	G-WIRE Twin Squirrel	1617
F-GNEG King Air 200	1703	G-BUEB ATR-42	1721
G-GNTI SAAB 340	1727	G-BVMX Short 360	1729
EI-FKA Fokker 50	1734	G-BLZT Short 360	1738
G-BYAW Boeing 757	1743	G-JEAH Friendship	1802
G-BVJC Fokker 100	1821	EI-CJF Boeing 737	1853
G-UKTA Fokker 50	1952	PH-SDP DHC-8	1959
G-MDNZ Airbus 320	2007	G-GNTI SAAB 340	2019
G-BLZT Short 360	2021	G-BVMX Short 360	2039
G-GNTJ SAAB 340	2059	G-JEAH Friendship	2111
G-BVEF ATR-42	2120	G-BUPS ATR-42	2122
G-BVJC Fokker 100	2123		

20 Thursday

G-BAVZ Aztec	0745	EI-CJG Boeing 737	0759
EI-FKE Fokker 50	0809	G-BVMX Short 360	0904
G-BXEH ATR-42	0917	G-BVJC Fokker 100	0923
G-GNTJ SAAB 340	0933	N321DH Pilatus PC-XII	0935 1139
G-JEAF Friendship	0941	G-UKTA Fokker 50	1009
G-BLZT Short 360	1013	VR-CDM Citation I	1017
PH-SDM DHC-8	1053	G-GNTI SAAB 340	1118
G-BVMX Short 360	1155	G-BVJC Fokker 100	1240
G-OMJB JetRanger	1243	G-BBGB Aztec	1244
XX460 Gazelle AH.1	1301	G-WIRE Twin Squirrel	1302
G-BASX Seneca	1307	VR-CTE Citation II	1338
G-BYAW Boeing 757	1341	G-BAVZ Aztec	1434
G-TICL Airbus 320	1437	G-JEAF Friendship	1439
N797HG PA-46 Malibu	1450	PH-SDP DHC-8	1457
G-SANB King Air E90	1505	G-UKTA Fokker 50	1522
G-BVJC Fokker 100	1531	VR-CPR Cessna 421C	1635
G-BODY Cessna 310R	1644	G-BMSU Cessna 152	1650
G-BLZT Short 360	1717	G-BXEH ATR-42	1726
G-GNTJ SAAB 340	1728	EI-FKB Fokker 50	1732
G-BVMX Short 360	1739	G-JEAF Friendship	1811
G-BVJC Fokker 100	1829	EI-CJG Boeing 737	1905
DE-GAA Citation V	1954 2023	PH-SDT DHC-8	2001
G-UKTA Fokker 50	2012	G-GNTJ SAAB 340	2021
G-BLZT Short 360	2037	G-BVMX Short 360	2040
G-GNTI SAAB 340	2100	G-BXEH ATR-42	2102
G-BYAW Boeing 757	2122	G-JEAF Friendship	2125
G-BVJC Fokker 100	2129	G-BUPS ATR-42	2151

21 Friday

EI-CKP Boeing 737	0809	EI-FKE Fokker 50	0814
F-GHDC King Air 200	0841	N112JS Citation II	0911
XX419 Gazelle AH.1	0918	G-BVED ATR-42	0924
G-GNTI SAAB 340	0933	G-BVJC Fokker 100	0939
G-BVMX Short 360	0941	G-JEAF Friendship	0944
G-UKTA Fokker 50	1023	G-BPBD Turbo Arrow IV	1023
G-DEXY King Air E90	1054	PH-SDR DHC-8	1111
G-GNTJ SAAB 340	1121	G-MANA BAe ATP	1139
G-BYAT Boeing 757	1153	G-BVJC Fokker 100	1243
EC-GCA Boeing 757	1440	G-JEAF Friendship	1443
G-RMCT Short 360	1521	G-UKTA Fokker 50	1524
EI-CKP Boeing 737	1526	PH-SDP DHC-8	1530
G-BVJC Fokker 100	1547	G-BNOE Warrior II	1601
G-BVMX Short 360	1719	G-GNTI SAAB 340	1725
G-BVED ATR-42	1731	EI-FKB Fokker 50	1734
G-OBMX Boeing 737 500	1831	G-JEAF Friendship	1910
G-RMCT Short 360	1918	EI-CKP Boeing 737	1934
PH-SDM DHC-8	1956	G-UKTA Fokker 50	1958
G-GNTI SAAB 340	2018	G-BVMX Short 360	2031
G-BVED ATR-42	2100	G-GNTJ SAAB 340	2105
G-BVJC Fokker 100	2143	G-BUPS ATR-42	2149
G-JEAF Friendship	2215		

22 Saturday

EI-CKS Boeing 737	0752	EI-FKB Fokker 50	0806
G-BVJC Fokker 100	0931	G-JEAF Friendship	0941
G-UKTA Fokker 50	1010	G-BLTT T67M Firefly	1011
G-MOAC F33A Bonanza	1024	PH-SDU DHC-8	1042

G-BHAY Arrow IV	1158	G-BVJC Fokker 100	1228
G-BCDB Seneca	1237	G-DAAA Warrior II	1317
G-GNTI SAAB 340	1337	G-SHIV GA7 Cougar	1339
OO-JNS A36 Bonanza	1421	G-MCEA Boeing 757	1430
G-UKTA Fokker 50	1517	EC-GCV DC9-82	1753
G-BVJC Fokker 100	1821	G-JEAH Friendship	1824
G-BVMX Short 360	2005	G-UKTB Fokker 50	2007
23 Sunday			
G-BVJC Fokker 100	0925	G-UKTB Fokker 50	0953
G-WEND Arrow IV	1007	EI-CJD Boeing 737	1056
G-BVJC Fokker 100	1225	G-BHCT Aztec	1243
G-AVYP Cherokee 140	1259	G-DAAH Turbo Arrow IV	1321
G-BVEC ATR-42	1343	G-JEAE Friendship	1440
G-MAJF Jetstream 41	1446	PH-SDR DHC-8	1449
G-BRBC Cessna F150L	1505	G-BODY Cessna 310R	1517
EI-CJG Boeing 737	1523	G-UKTA Fokker 50	1546
EI-FKF Fokker 50	1717	G-MAJF Jetstream 41	1719
N27495 Navajo 350	1739	G-JEAE Friendship	1811
G-BVJC Fokker 100	1821	F-GKHL Citation V	1847 1139(24)
EI-CJD Boeing 737	1929	PH-ECD Navajo 350	1956 2259
PH-SDR DHC-B	2012	G-UKTA Fokker 50	2014
G-GNTJ SAAB 340	2018	G-MAJF Jetstream 41	2022
G-BVEC ATR-42	2028	G-GNTI SAAB 340	2112
G-JEAE Friendship	2113	G-BVJC Fokker 100	2120
G-BYAH Boeing 757	2342		
24 Monday			
EC-GGZ Boeing 737 300	0033	G-BAVZ Aztec	0711
EI-CJD Boeing 737	0802	EI-FKE Fokker 50	0805
G-MAJF Jetstream 41	0919	G-GNTI SAAB 340	0931
G-BVKA Boeing 737 500	0939	G-JEAE Friendship	0948
G-BVMX Short 360	0953	G-BUEA ATR-42	1003
G-UKTA Fokker 50	1041	PH-SDT DHC-8	1053
G-RMCT Short 360	1057	G-GNTJ SAAB 340	1125
G-BODY Cessna 310R	1144	G-SANB King Air E90	1145
G-BYAH Boeing 757	1239	EC-FKJ Boeing 737 300	1243
G-BVKA Boeing 737 500	1245	PH-SDR DHC-8	1442
G-JEAH Friendship	1452	G-UKTA Fokker 50	1511
G-BVJC Fokker 100	1538	G-MAJF Jetstream 41	1711
G-GNTI SAAB 340	1714	G-BUEA ATR-42	1721
EI-FKB Fokker 50	1737	G-JEAF Friendship	1802
G-BVJC Fokker 100	1822	EI-CJD Boeing 737	1841
G-RMCT Short 360	1859	G-UKTA Fokker 50	1954
PH-SDM DHC-8	1957	G-MAJF Jetstream 41	2004
G-GNTI SAAB 340	2017	G-ZAPJ ATR-42	2104
G-BXEG ATR-42	2110	G-GNTJ SAAB 340	2115
G-JEAF Friendship	2118	G-BVJC Fokker 100	2126
25 Tuesday			
EI-CJG Boeing 737	0758	EI-FKB Fokker 50	0806
G-HART Cessna 152(mod)	0819	PH-BOA MU-2 Marquise	0832
G-BFLH Seneca	0848	G-RMCT Short 360	0909
G-BXEH ATR-42	0915	G-MAJF Jetstream 41	0918
G-BVJC Fokker 100	0932	G-GNTJ SAAB 340	0939
G-JEAF Friendship	0944	G-UKTG Fokker 50	1002
9H-ABF Boeing 737	1015	G-BUKA Metroliner	1020
G-KKDL TB-20 Trinidad	1031	PH-SDP DHC-8	1038
G-GNTI SAAB 340	1109	G-CBOR Cessna F172H	1130

G-SHIV GA7 Cougar	1146	G-RMCT Short 360	1152
N501CF Citation I	1239	G-BWXZ T67M Firefly	1240
G-BVJC Fokker 100	1248	G-WIZZ JetRanger	1316
G-JEAE Friendship	1442	PH-SDM DHC-8	1449
G-UKTG Fokker 50	1512	G-BVJC Fokker 100	1527
G-VICE Hughes 369E	1609	G-WIZZ JetRanger	1611
G-BXEH ATR-42	1724	G-GNTJ SAAB 340	1725
G-MAJF Jetstream 41	1728	EI-FKD Fokker 50	1730
G-RMCT Short 360	1745	G-CBOR Cessna F172H	1759
G-JEAH Friendship	1808	G-BVJC Fokker 100	1830
EI-CJG Boeing 737	1926	G-UKTG Fokker 50	2000
G-MAJF Jetstream 41	2007	PH-SDT DHC-8	2010
G-GNTJ SAAB 340	2027	G-RMCT Short 360	2033
G-GNTI SAAB 340	2056	G-BUEB ATR-42	2107
G-JEAH Friendship	2113	G-BVJC Fokker 100	2123
G-ZAPJ ATR-42	2131		

26 Wednesday

G-BYAG Boeing 757	0052	G-SBEB Boeing 737	0717
EI-FKC Fokker 50	0800	EI-CKQ Boeing 737	0803
N709EL Beechjet 400	0814	G-RMCT Short 360	0905
G-BVED ATR-42	0917	G-SBAS King Air 200	0920
G-MAJF Jetstream 41	0922	G-BVJC Fokker 100	0943
G-JEAH Friendship	0953	G-UKTG Fokker 50	1007
G-BVJA Fokker 100	1038	G-BVKA Boeing 737 500	1040
PH-SDR DHC-8	1102	G-GNTJ SAAB 340	1109
G-RMCT Short 360	1211	G-BVJC Fokker 100	1244
G-JEAH Friendship	1439	PH-SDT DHC-8	1514
G-UKTG Fokker 50	1527	N709EL Beechjet 400	1546
G-MAJF Jetstream 41	1727	G-BVED ATR-42	1734
EI-FKE Fokker 50	1737	G-RMCT Short 360	1748
G-JEAE Friendship	1826	G-BVJC Fokker 100	1831
EI-CKQ Boeing 737	1901	G-MAJF Jetstream 41	2011
G-GNTI SAAB 340	2018	PH-SDP DHC-8	2024
G-UKTG Fokker 50	2024	G-RMCT Short 360	2055
G-GNTJ SAAB 340	2100	G-BUFS ATR-42	2122
G-BVED ATR-42	2130	G-JEAE Friendship	2133
G-BVJC Fokker 100	2153	G-SBEB Boeing 737	2214
G-MAJF Jetstream 41	2332		

27 Thursday

G-BYAL Boeing 757	0634	EI-CKP Boeing 737	0802
EI-FKB Fokker 50	0807	G-BLTT T67M Firefly	0845
G-RMCT Short 360	0904	G-BVJC Fokker 100	0925
G-MAJF Jetstream 41	0928	G-BXEG ATR-42	0944
G-JEAE Friendship	0958	G-UKTG Fokker 50	1012
G-GNTH SAAB 340	1017	PH-SDM DHC-8	1116
G-GNTJ SAAB 340	1125	G-AWAJ D55 Baron	1149
G-BVJC Fokker 100	1225	N484HB Lear Jet 36	1312
ZE701 BAe 146 CC.2	1414	G-BYAL Boeing 757	1419
G-JEAE Friendship	1443	G-VICE Hughes 369E	1501
PH-SDP DHC-8	1511	G-COEZ Airbus 320	1515
G-UKTG Fokker 50	1523	G-BODY Cessna 310R	1531
G-BVJC Fokker 100	1543	G-MAJF Jetstream 41	1709
G-GNTH SAAB 340	1717	EI-FKD Fokker 50	1725
G-BXEG ATR-42	1743	G-BLZT Short 360	1800
G-JEAH Friendship	1822	G-BVJC Fokker 100	1832
EI-CKP Boeing 737	1915	G-UKTG Fokker 50	2005

PH-SDP DHC-8	2012	G-MAJF Jetstream 41	2014
G-GNTH SAAB 340	2029	G-BLZT Short 360	2047
G-GNTJ SAAB 340	2123	G-JEAF Friendship	2128
G-BUPS ATR-42	2132	G-BUEB ATR-42	2136
G-BYAL Boeing 757	2146	G-BVJC Fokker 100	2152
G-MAJF Jetstream 41	2311		
28 Friday			
EI-CJI Boeing 737	0806	EI-FKE Fokker 50	0808
G-BVJC Fokker 100	0925	G-BUEA ATR-42	0937
G-JEAE Friendship	0946	G-BVMX Short 360	1027
G-UKTG Fokker 50	1032	PH-SDT DHC-8	1044
G-BPMF Warrior	1055	N210MP Cessna T210N	1124
G-GNTH SAAB 340	1127	G-DANC Warrior II	1132
G-BYAP Boeing 757	1207	G-MAJF Jetstream 41	1232
G-JEAE Friendship	1441	PH-SDR DHC-8	1501
EC-FEF Boeing 757	1504	G-UKTG Fokker 50	1522
G-BVJA Fokker 100	1526	EI-CKP Boeing 737	1528
G-BMDK Seneca	1536	G-GNTJ SAAB 340	1712
G-MAJF Jetstream 41	1717	EI-FKB Fokker 50	1733
G-JEAF Friendship	1802	EI-CJI Boeing 737	1932
PH-SDM DHC-8	1958	G-UKTG Fokker 50	2015
G-GNTH SAAB 340	2057	G-BVEF ATR-42	2101
G-JEAF Friendship	2107	G-BVJD Fokker 100	2122
29 Saturday			
EI-CKP Boeing 737	0752	EI-FKC Fokker 50	0805
G-BVJD Fokker 100	0922	G-JEAD Friendship	0936
G-CITY Navajo 350	0945	G-BGWN Tomahawk	0948
G-UKTG Fokker 50	0952	PH-SDP DHC-8	1034
G-GNTH SAAB 340	1202	00-COV Cessna FR182RG	1205 1750
G-BVJD Fokker 100	1220	G-WIZZ JetRanger	1238
G-KOTA PA-236 Dakota	1354	G-MCEA Boeing 757	1417
G-UKTG Fokker 50	1510	G-JEAF Friendship	1803
G-BVJC Fokker 100	1817	G-BVMX Short 360	1932
G-UKTG Fokker 50	1950		
30 Sunday			
EI-FKF Fokker 50	0818	G-UKTG Fokker 50	0956
G-BVJB Fokker 100	1221	G-EPND Boeing 727	1224
G-BUEA ATR-42	1325	PH-SDT DHC-8	1435
G-JEAF Friendship	1447	G-UKTG Fokker 50	1459
EI-CJI Boeing 737	1523	G-BILR Cessna 152	1525
G-BGPU Cherokee 140F	1643	G-MAJF Jetstream 41	1701
G-BVJB Fokker 100	1818	G-JEAF Friendship	1820
EI-FKF Fokker 50	1910	EI-CJC Boeing 737	1934
PH-SDT DHC-8	1937	G-UKTG Fokker 50	1954
G-BRPU Duchess	2056	G-GNTH SAAB 340	2058
G-DBNF Cessna 310K	2114 2134	G-BVJB Fokker 100	2122
G-BUEB ATR-42	2141		
31 Monday			
G-BYAU Boeing 757	0012	EI-FKE Fokker 50	0815
G-BXEH ATR-42	0823	G-BVJB Fokker 100	0918
EI-CJC Boeing 737	1008	G-UKTG Fokker 50	1012
PH-SDP DHC-8	1042	G-GNTJ SAAB 340	1048
G-MAJF Jetstream 41	1136	EC-GHD Boeing 737 300	1211
G-BYAU Boeing 757	1248	G-WIZZ JetRanger	1305
G-MAJE Jetstream 41	1355	G-GNTH SAAB 340	1413
PH-SDR DHC-8	1448	G-JEAD Friendship	1451

G-UKTG Fokker 50	1516	G-BVJD Fokker 100	1520
G-SHIV GA7 Cougar	1709	G-MAJF Jetstream 41	1713
G-BXEH ATR-42	1716	G-MAJE Jetstream 41	1718
G-BJYD Cessna 152	1744	G-BGNV GA7 Cougar	1744
G-JEAH Friendship	1810	EI-CJC Boeing 737	1851
G-BHIC Cessna F182D	1854	G-SACR Cadet	1905
EI-FKA Fokker 50	1919	PH-SDR DHC-B	1951
G-UKTG Fokker 50	1954	G-MAJE Jetstream 41	1956
G-GNTH SAAB 340	2011	G-GNTJ SAAB 340	2102
G-BXEH ATR-42	2104	G-DOBN Cessna 402B	2116
G-BVJB Fokker 100	2126	G-JEAH Friendship	2129

From & To

01) N709EL/East Midlands; 02) N501CF/Birmingham; N709EL/Dublin-East Midlands;
 03) 070/Lorient; N252JP/Newcastle; 04) N36VU/Isle-of-Man n/s Huddersfield;
 05) VR-CPR/East Midlands; 06) NIYA/Wevelgem; 07) PH-FVB/Amsterdam; 08) XZ312/
 Church Fenton; 10) N560WE/Jersey; 11) XZ309/Catterick; 14) F-GSDT/Bolton Abbey;
 ZH775 & ZH776/Leuchars; 16) VR-CCT/Biggin Hill; 17) 61/Edinburgh; OY-CPW/Tirstrup
 18) OO-PHI/Antwerp; 133/Landivisiau; ZES06/Northolt; 19) LX-YKH/Luxemburg; XZ292/
 Otterburn; F-GNEG/Amiens; 20) N321DH/Farnboro-Manchester; VR-CDM/Hawarden; XX460/
 Otterburn; VR-CTE/Hawarden; N797HG/Guernsey; VR-CPR/Birmingham; OE-GAA/Faro-Luton;
 21) F-GHOC/Le Bourget; N112JS/Luton; XX419/Otterburn; 22) OO-JNS/Grimbergen;
 23) N27495/Guernsey; F-GKHL/Heathrow; PH-ECD/F & T Rotterdam; 25) PH-BOA/Eindhoven
 N501CF/Birmingham; 26) N709EL/East Midlands-Northolt and return; 27) N484HB/
 Gander; ZE701/Northolt; 28) N210MP/Compton Abbas; 29) OO-CDV/F & T Ostend;

Overshoots

01) G-ORVR; 03) G-BNDE; 04) XX494/CWL79; 05) XX709/UAX95; XX495/CWL70; XX543/UAX91
 06) XX482/CWL04; 07) ZF513/TOF21; G-ORVR; 12) ZF345/LDP42; XX500/CWL62; ZF263/LDP11
 16) G-ORVR/Raven68T; 17) XZ653/ARMY308; G-BAVZ/Raven89T; 18) G-BAVZ/Raven99T;
 20) XX620/UAX91; 21) XX714/UAX93; XX620/UAX90; 22) XX709/UAX91; G-BAVZ/Raven89T;
 24) XX500/CWL65; 28) G-BODY/Atlantique41; 30) G-BPHL;

LBA Movements review, March 1997

The foreigners this month have been another mix of UK based ones and what I call "real ones". The Beechjet 400 N709EL seems to be based at East Midlands just now and it visited on the 1st, 2nd and 26th this month. Inductotherms Citation 1 S/P N501CF is based at Birmingham and visits Knightair for maintenance regularly, it was noted this month on the 2nd, 13th and the 25th. A new registration on the 3rd was N252JP which booked in as a Hughes 500 of March Helicopters but so far I have not managed to trace it. Diverting in on the 4th was the Isle of Man based Beech 36 Bonanza N36VU which usually goes into Huddersfield but due to weather had to night stop here first. Chris Rycroft's Cessna 421C VR-CPR is based down in Guernsey but visits us quite often, this month it was here on the 5th and the 20th.

Cessna 421C NIYA on the 6th came from Wevelgem in Belgium where it is believed to be based. Arriving at Knightair for maintenance on the 7th as "Fairline 702" was the Bandeirante PH-FVB. Arriving from its base in Jersey on the 10th was the Citation V Ultra N560WE. Another new helicopter was the Enstrom 480 F-GSOT noted on the 14th coming from Bolton Abbey. The Guernsey based Corgi Toys King Air 90 VR-CCT visited on the 16th. Citation I OY-CPW was "Danstrans 874" when it came

from Tirstrup on the 17th. Visiting with Knightair on the 18th was CitationJet OO-PHI of IBIS Air. Our first Luxemburg registered aircraft of the year was the Citation I LX-YKH on the 19th and joining it was the Beech 200 F-GNEG which came from Amiens.

On the 20th it was nearly all UK based foreigners, Pilatus PC-XII N321DH lives at Farnboro, Citation VR-CDM and Citation VR-CTE both live at Hawarden whilst Malibu N797HG is a Guernsey resident. However joining them was the Citation 560 OE-GAA on an ambulance flight from Faro to Ringway. Operating as "Darta 1191" King Air 200 F-GHOC was from Le Bourget on the 21st, the same day saw Citation II N112JS visiting from its base at Luton. A real foreigner on the 22nd was Beech Bonanza OO-JNS which night stopped after arriving from Grimbergen. Another Guernsey based visitor was the Navajo Chieftain N27495 on the 23rd but joining it were the real foreigners Citation V F-GKHL and Navajo Chieftain PH-ECO which was "Tulip 8A-B". Another real foreigner was the Mitsubishi MU-2 Marquise PH-BOA which visited the Knightair hangar on the 25th as "Quick Air 333". Another ambulance flight on the 27th was the Lear Jet 36 N484HB which arrived from Gander as "Medjet 27". Cessna 210 N210MP is reported to be based at Oxford but on the 28th it logged in from Compton Abbas. Last foreign visitor of the month was the Cessna FR182RG OO-COV which was from and to Ostend on the 29th.

More from the French Navy again this month, on the 3rd we had Xingu 070 arriving as "French Navy 51C2", on the 17th there was Nord 262 Fregate 61 as "FNY 5730" to be followed on the 18th by Falcon 10 133 as "FNY 55A2". The Army has supplied a large number of visitors, on the 8th Gazelle AH.1 XZ312 was "Army 317" followed on the 11th by Gazelle AH.1 XZ309 as "Army 312". Gazelle AH.1 XZ292 operated as "Army 626" on the 19th and the following day Gazelle AH.1 XX460 did not have its callsign recorded on the tower log. Finally Gazelle AH.1 XX419 was "Army 620" on the 21st. From the RAF we had the two brand new Chinook HC.2's ZH775 and ZH776 as "Hobbit 3" and "Hobbit 2" respectively on the 14th and two Royal Flights, on the 18th HS 125 CC.3 ZE396 was "Kittihawk 21R" and on the 27th the BAe 146 CC.2 ZE701 was "Kittihawk 5".

WE actually had some inbound diversions this month, on the 10th there was BAe 146 G-UKRC as "UK149" and Boeing 737 EI-CKR as "Ryanair 550". The following day was more productive with Fokker 50 G-UKTA "UK 787", Fokker 100 G-UKFJ "UK 845", ATR-42 G-ORFH "UK 547", DHC-8 G-BRYJ "Brymon 589", Short 360 G-BLGE "Gill 772A", Jetstream 31 G-OBEA "EAW 101". Nothing brilliant but it all helps the passenger figures.

Manx have been using the Metroliner G-BUKA again, it positioned in as "Manx 703P" on the 7th. Also in use again this month were the Aer Lingus Fokker 50 PH-DMO on a number of occasions and the Midland SAAB 340 F-GGBV quite often. On the 10th a BAe 146 registered D-ALOA was noted on the "JEA 747" flight from Belfast. Three more Slingsby T67M's passed through YLA this month, G-BWXX/Y/Z, and these are the last of the order for the RAF training school at Barkston Heath. A new resident in the Knightair hangar is the Sikorsky S76 N76TH of Turbine Helicopters, this is a replacement for LongRanger G-GFRY. N76TH arrived on the 3rd and G-GFRY left on the same day. The new Falcon 900 G-MLTI is now delayed until mid May, it is known to be c/n 164 and it is currently at Basle with the test registration F-WWFC and is being fitted out by Jet Aviation. Jodel D.11 G-BAZM should be flying again soon in a new all yellow colour scheme after being in the back of YLA for some months. The Citation VR-CMO is reportedly up for sale and it will be replaced by a Cessna 421. Incidentally all the VR-C.. and VR-B.. registrations are due to be re-registered as VP-C.. and VP-B.. because all of the VR- series are being taken over by China from July this year. So look at them closely if you are a reggie spotter!!

Military News

Eric Martin.



LEEMING UPDATE

11 Squadron - Tornado F3

ZE200/DB	ZE158/DC	ZE204/DD	ZE159/DE	ZE788/[DF]	ZE763/DG
ZE764/DH	ZE969/[DI]	ZE887/DJ	ZE942/[DK]	ZE936/DL	ZE968/DM
ZE983/DN	ZE201/DO	ZE160/DV	ZE965/DW	ZE943/DX	ZE964/[DY]
ZE966/DZ					

25 Squadron - Tornado F3

ZE164/DA	ZE808/FA	ZE961/FD	ZE941/FE	ZE737/FF	ZE161/FG
ZE206/FH	ZE203/FI	ZE962/FJ	ZE162/FK	ZE199/FL	ZE907/[FM]
ZE168/FN	ZE165/FO	ZE963/FT	ZE967/FU	ZE888/FV	

100 Squadron - Hawk T1 & T1A

XX168/CA	XX228/CC	XX325/CE	XX250/CG		
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Northumbrian University Air Squadron & 11 Air Experience Flight - Bulldog T1

XX619/T	XX533/U	XX629/V	XX631/W	XX633/X	XX636/Y
XX550/Z					

LINTON / TOPCLIFFE UPDATE

I F T S - Tucano T1

ZF135	ZF136	ZF137	ZF138	ZF139	ZF140
ZF143	ZF144	ZF160	ZF161	ZF162	ZF163
ZF164	ZF166	ZF168	ZF169	ZF200	ZF201
ZF203	ZF206	ZF211	ZF212	ZF238	ZF241
ZF242	ZF263	ZF266	ZF268	ZF286	ZF288
ZF290	ZF292	ZF294	ZF295	ZF315	ZF318
ZF319	ZF320	ZF343	ZF345	ZF346	ZF348
ZF350	ZF372	ZF375	ZF376	ZF379	ZF380
ZF405	ZF406	ZF408	ZF410	ZF411	ZF412
ZF413	ZF414	ZF416	ZF417	ZF418	ZF445
ZF446	ZF447	ZF448	ZF449	ZF450	ZF483
ZF484	ZF485	ZF486	ZF487	ZF488	ZF489
ZF490	ZF492	ZF512	ZF513	ZF514	ZF515
ZF516					

CHURCH FENTON UPDATE

Yorkshire Universities Air Squadron & 9 Air Experience - Bulldog T1

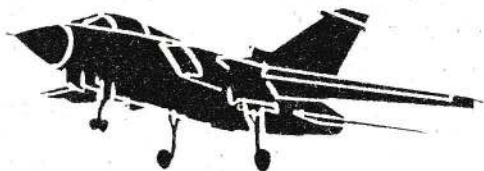
XX632/A	XX622/B	XX620/C	XX714/D	XX709/E	XX543/F
XX621/G					

Credits: Military Aviation Review: United Kingdom 1997

Screamin' Leeming: Leeming Aviation Group

Please send any information for inclusion on this page to:

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Military Matters

Eric Martin.



SQUADRONS OF RAF STRIKE COMMAND

1 GROUP	11/18 GROUP	38 GROUP
1 Squadron	5 Squadron	10 Squadron
2 Squadron	8 Squadron	24 Squadron
3 Squadron	11 Squadron	30 Squadron
4 Squadron	22 Squadron	32 (TR) Squadron
6 Squadron	23 Squadron	47 Squadron
7 Squadron	25 Squadron	57 ® Squadron
9 Squadron	29 Squadron	70 Squadron
12 Squadron	42 ® Squadron	101 Squadron
13 Squadron	43 Squadron	216 Squadron
14 Squadron	51 Squadron	
15 ® Squadron	56 ® Squadron	
16 ® Squadron	100 Squadron	
17 Squadron	111 Squadron	
18 Squadron	120 Squadron	
20 ® Squadron	201 Squadron	
27 ® Squadron	202 Squadron	
31 Squadron	203 ® Squadron	
33 Squadron	206 Squadron	
39 (IPRU) Squadron		
41 Squadron		
54 Squadron		
72 Squadron		
230 Squadron		
617 Squadron		

- ® = Reserve
TR = The Royal
PRU = Photo-Reconnaissance Unit

The following squadrons are not allocated to groups:

28 Squadron - Hong Kong; 78 Squadron - Falklands; 84 Squadron - Cyprus

Credit: Military Aviation Review United Kingdom 1997

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

Lots of changes to our scheduled services in April and May are detailed this month. I am glad to report that in my opinion all these changes are of a positive nature. My only disappointment is that Air U.K. have not shown any inclination to increase the frequency of their Amsterdam services, despite the fact several of their flights have been heard with full passenger loads.

Aer Lingus have re-timed the EI368/9 Dublin flight to the old times of in at 1930, out at 2020 from 1st April.

Cityflyer Express introduced their promised mid day Gatwick flight from May 1st BA8134 arrives from Gatwick at 1230 and departs as BA8135 at 1300

Euro Manx/British Regional introduced Jetstream 41's on their services from Leeds over the Easter period. They also took the opportunity to change their call sign to "British Regional" of just "British" for short. Although the published flight numbers have not changed the numbers they use on the radio have. Unfortunately I can not work out what the connection between the two is. E.G. BA7703 to Southampton is "British 106". The Manx flight to the Isle of Man remains unchanged

Ryanair have increased their service to Dublin to three per day from May 1st. Times have also changed and details are as follows Mondays to Fridays :- FR152 arrives from Dublin at 1005 and departs at 1030 as FR153. FR156 arrives at 1850 and departs at 1920 as FR157 (Monday to Thursday only). FR154 arrives at 2000 and departs at 2025 as FR155. An addition flight on Fridays is FR158 arriving at 1935 and departing at 2005 as FR159. Saturdays sees only 1 flight (FR152/3 as above). Sundays has additional flight FR150 arriving at 0850 and departing at 0910 as FR151, as well as FR154/5 and FR158/9 as above.

You may notice the "turn round" times vary, some stay at 30 minutes "as was" for all flights, however several are reduced to 25 minutes, and the Sunday morning flight to 20 minutes.

Sabena have announced they will again upgrade equipment on the Leeds to Brussels service from August 1st, this time to BAe 146 equipment. This is incredible when you consider the

upgrade from 28 seater Brasilia to 44 seat Dash 8 only happened last August, and now they are introducing a 70 seater jet!

AIRLINE NEWS

British Midland have placed an order for 20 airliners with Airbus Industries. This is the biggest order yet for Airbus aircraft from a British airline. The order is for eight A.321's and twelve A.320's to be delivered over the next 5 years. The order is worth £600 million.

Caledonian have taken steps to avoid a tarnished image this summer. You may remember last summer Caledonian became the subject of a BBC Watchdog report after 25% of their flights were delayed. Caledonian blamed British Airways, which maintained the Tristars, but did not have a dedicated team to work on the aircraft. B.A. ended up paying Caledonian £1.6 million in compensation. This year BA will have a team of 35 engineers at Gatwick, dedicated to maintaining the six Tristars. One aircraft will be on stand by to cover for the other aircraft if they become un-servicable.

Flying Colours is considering the purchase of Boeing 777's to commence long haul services. In charter configuration a 777 could seat 440 passengers, about the same as an early model Boeing 747. Flying Colours, who took delivery of their first aircraft, a Boeing 757, in February, hope to have a fleet of eight aircraft by the year 2000. Two of the eight would be long haul aircraft. If the order came to fruition, it would be the first order from a charter operator for the Boeing 777.

Ryanair have commenced services from Bristol to Dublin from the beginning of this month.

AIRCRAFT NEWS

Daimler Benz Aerospace is to modify a Dornier Do.328 to run on liquid hydrogen. The aircraft is expected to fly by 2000, and be ready to enter service by 2005.

OTHER NEWS

The Nigerian Government is planning to impose a ban on importing aircraft over 15 years old in an attempt to improve its airlines safety record.

Summer 1998 Travel programmes could be launched as early as June this summer. Sunworld have confirmed they will have something ready by June. Airtours confirmed early launches have been successful, and commented they would be very surprised if launch date went backwards. Last year Airtours launched their programme on July 2nd.

CREDITS Pete Gibson, Harry Morrow, Pete Smith, Air Britain News, Aircraft Illustrated, Financial Times, Telegraph and Argus, Teletext.

Further afield

global topics by
alan sedgwick

lauda air of Austria recently had a shift in emphasis regarding partners when AUSTRIAN AIRLINES took a 36% stake in a bid to end the competition between the two. Half of the 40% stake held by LUFTHANSA was sold to the National flag carrier, who also took 10% from the former racing driver Niki Lauda, (he remains as Chief Executive with 30%) the rest came from another investor. The deal is not yet fully approved by the Austrian authorities, but the airlines who of course will now have closer links with TYROLEAN AIRWAYS (42% owned by AUSTRIAN), were looking to June 1st to complete the formalities. LAUDA AIR started up in 1979 with charter work to follow utilising F27s and BAC One-Elevens leased from TAROM, eventually gaining a scheduled operators licence in 1987. It was a momentous occasion when in 1990 they were granted licences to operate international services which were previously exclusive to AUSTRIAN. The current fleet is mainly a mixture of Boeing 737/767 machines and Canadair regional jets, with 737/800s and 777s on order.

kenya airways move to Heathrows terminal 4 make them the only African airline there and puts them alongside partner KLM, who also have a 26% stake in the airline. The Nairobi based company also have investment from the government of Kenya (23%) and local shareholders including 3% to staff, with a further 14% coming from groups out of the country. Flights from its African base into Amsterdam will increase from one per week to six, this summer as the European network is upgraded. The 15 African destinations will also benefit with the addition of two new Boeing 737/300s. Formed following the end of East African Airways in 1977, the fleet now consists of 3 Airbus A310/300s, 2 Boeing 737/300s and 3 Fokker 50s. The Aircrew numbers over 100 from a staff of 2,350 spread also through its subsidiary arms of KENYA FLAMINGO AIRWAYS and Kenya Air Freight Handling.

happy birthday !!! was the tune around the offices of SINGAPORE AIRLINES on May 1st as they celebrated 50 years, January 28 1972 is usually given as the date of establishment under the current name. History takes us back even further, to May 1947 when Malayan Airways had one Airspeed Consul, no cabin staff and 3 destinations. Sixteen years later it became Malaysian Airways and in 1966 Malaysian-Singapore Airlines with the two Governments having joint control. Six years on it folded to create MAS and SA and in November 1990 DELTA and SWISSAIR formed a partnership with the airline that now has 20 shareholders, 23 subsidiary companies and 19 associated companies. Destinations, including those of the wholly owned airline SILK AIR, now number 94 in 44 countries from over 1,000 flights per

week. Also more than 300 U.S. cities are served through partner DELTA AIRLINES. In March of this year the fleet stood at ??-Airbus A340's, 23-Airbus A310's, around 47 Boeing 747 variants which include a massive 37 examples of the '400 series!!', plus a few other bits and pieces. An order is also current for a reported 77 Boeing triple-seven jets. The company also has simulators for 5 types of commercial airliners and they service over 10 different types.

IN BRIEF.... CATHAY PACIFIC increased their profits by 28% over the 1995 figures, \$69m of the \$488m coming from the sale of shares in DRAGONAIR UPS now have some of its fleet able to be converted into passenger charter carriers UNITED AIRLINES decided to ban smoking on all its flights from July 1 CYPRUS AIRWAYS now operate a twice weekly Airbus A310 service from Dresden in Germany to the Larnaca Taiwan based CHINA AIRLINES hope to start services to mainland China before the end of this year as a part of improved relations between the countries Deutsche BA have increased their flights from 8 to 11 per day on the Munich-Dusseldorf route in a bid to take more of LUFTHANSA's market share CONTINENTAL AIRLINES have gained rights to serve Brazilian destinations of Sao Paulo and 'Rio' from Newark EVA AIR have started flying between Taipei and Phnom Penh utilising Boeing 767/200 jets In Germany LUFTHANSA CITYLINE have ordered 3 more Canadair Regional Jets whilst Cologne based RATIOFLUG who transport freight from the German city to Basle, Bergamo and Paris Orly have sold F27=D-AARS to BAC Express. They also plan to lease an A300 from AIR INTER EUROPE to commence passenger services between Dusseldorf and Turkey in place of HOLIDAY AIR. Madrid based AIR PLUS should by now have started serving the 'States, Mexico, and the Carribean with an Airbus A310 in the colours of the name they first thought of = AIR COMET. some of the staff from AIR PLUS are thought to be ex-OASIS employees who are said to heading for bankruptcy, not helped by their only Airbus aircraft being impounded at New York's JFK airport last December. IRELAND AIRWAYS are looking to lease 3 BAe ATP's to add to their F27/600 EI-MLA, formerley HZ-KA8. Dublin Airport should have a second hotel available by next February, the Great Southern Hotel will be another in the chain owned by the Irish Airports Authority= Aer Rianta. EUROPE ELITE hope to start serving Tashkent and Almaty (Kazakhstan) with a leased 757. SPEEDWINGS of Geneva were due to start charter's with a DC9 this summer. ROCK AIR are linking Gibraltar with Morocco and Tangiers using Islander G-BNXX. MARTINAIR of Holland are reported to have bought a 40% share of Columbian airline-TAMPA. Czech outfit ATLANTIC AIRWAYS have recruited two MD83s from OASIS and SPANAIR. AIR INDIA are thought to have considered changing from LHR to Manchester as a stop on their service to Toronto. AIR GREECE have ordered two more ATR 72 aircraft. watch out for Transn's PEACH AIR charters to Dubrovnik!! later this year.....END< Credits; Laurie Coldbeck, The Times, T.A.S., T.T.G.

BAVARIAN INTERLUDE

Many of you know that my consuming passion is my interest in the aircraft and the pilots of World War Two, so when I was invited to Germany by one of the Luftwaffe's most senior Post-War Officers, it was an opportunity I could not refuse, and I thought you might like to share the weekend with me. I know many of you are interested in the aircraft I would see, so I did my best at some plane spotting!

The weekend started well, as my friend Dave Tappin and I were booked on Sabena flight SN700 from LBA to Brussels, and then onto Munich, with my idea of gaining a new type in my logbook, the Canadian built DHC Dash 8, so we were well pleased that a substitute aircraft was used in the form of Sabena B.Ae 146.200 OO-DJN. Another type I had not flown in before. Other aircraft on the ramp at the time we were departing were the usual mixture of LBA aircraft, Brit.Mid Saab 340, Jersey F27, G-JEAL; Air UK Fokker 50 'UTK, and one of the Gill 'Sheds'. As we taxied out, one of the new Air Europa 757s arrived in the form of EC-OCB, following a Tobago, down the runway. Take-off was at 1452, and we had an uneventful, if basic as far as the catering was concerned, flight to Brussels, landing at 1645, 1745 local.

The weather was good there, a warm sunny day, and I was able to do a little spotting before our departure at 1855. Our departure Gate, C42, was the other side of the airport which necessitated a hike of epic proportions, but on the way I managed to note Sabena 146s DJE; DJC, and RJ85 (Just what is the difference?) OO-DJT, A340 OO-SCW, and 737-200 'SDF, and loads of other Sabena aircraft just too many to count! The highlight for me was the white DC8 Freighter N602AL with the only other markings being a small US flag on the fin. There was also on our 'arrival' side a Tarom 737-300 and a Tyrolean Canadair RJ, both unidentifiable, as well as two Belgian AF. C130 Hercules, and some B.Ae 748 Freighters. After a 20 minute delay to our departure time we took off on Flt. SN487 in 737-300 OO-SDY at 1915 for Munich, passing three MD80s of Finnair, Alitalia, and Swissair all side by side, and following Iberian A300, EC-DLG down runway 36 passing the remains of 'hangar queen' TEA A300 on the west side of the airfield.

Interestingly enough all announcements on Sabena aircraft now mention their involvement with Delta and Swissair in their European operations. We landed at Munich's brand new airport, at 2005 local just as dusk was falling, and there was an excellent selection of aircraft on the ramps, including SAS DC9 OY-KGS; Alpi Eagles, (Alitalia Subsidiary) Fok.100 I-APLZ; Luxair Fokker 50 LX-LGD; Debonair 146 G-DEBF; US Air Boeing 767-300 N647US; Deutsch/BA 737s D-ADBB & BJ, Austrian MD80 OE-LMD; and Air France A320 F-GFKE, and taxiing in to the next bay by us, Swissair DC9-81 HB-INY. In the distance a Malev Tu 154 departed for Hungary.

Our Host for the weekend, Generalleutnant Guenther Rall was at the 'gate' to meet us, and we then had a two hour drive to his home at Bad Reichenhall, in the southern Bavarian Alps, close to the Austrian border. At this stage in my story, I should take a moment to explain to you about Gen. Rall, and why we were there. A year ago last March, he came to the Yorkshire Air Museum to give a lecture on his wartime experiences in flying the Me109, in the western theatre and especially in Russia. He ended up being the third highest scoring fighter Ace of all time, with 275 victories to his credit, behind Major 'Bubi' Hartmann (352 kills), and Maj. Gerhard Barkhorn (303 kills). After the war and a period at the Salem School in Germany, in 1955 he re-enlisted in the Bundeswehr, or 'new', Luftwaffe, to build the new air force within NATO alongside many of his wartime friends, now our Allies, rising to the high rank of Generalleutnant, as Chief of Staff. His particular role was to introduce the F104G Starfighter, licence built in Germany by the old Focke-Wulf factory, into Luftwaffe service. This was a role he enjoyed tremendously, and he regards it as the happiest time of his life. David and I became very friendly with this amiable and likeable man, over his weekend here, and this visit was the third time we had tried to accept his invitation to visit with him. (It is with some disbelief that I remember asking him to return from York to LBA with me in my Red Van !! This didn't worry him, and goes to prove what an unpretentious man Guenther Rall is as a person.)

Our first evening with the General was taken simply with a light meal in his 17th century Alpine house, and then we first tried some of his stock of beer, followed by Schnapps, and then moved on to the Scotch, his favourite 'tipple'. By the time we went to bed at 0230 we had really set the world to rights !! Gen. Rall scored almost all his victories in Russia and we were able to find out all about his life there with JG52. During one engagement he was shot down, and on crashing his Me109F, he found great difficulty in getting out of the cockpit. Eventually he was helped by some troops who put him in a truck for a 15 hour drive to the nearest hospital. On arriving there the doctors found he had broken his back in two places ! It was during his recovery in Vienna from this incident that he met his Austrian wife, Hette, who was a nurse. That was after only his 36th victory. He went on to fly in the European theatre, losing his left thumb in 1944 to the American P47 Thunderbolt Ace 'Hub' Zemke's 'Wolf Pack'. Because of this he avoided the dangerous times of the Luftwaffe attempt to remove Goering and Hitler, which claimed the lives of some of his friends. He ended the war as a development Officer on one of the first Jet squadrons JG7, flying the Me 262, an aircraft which he first flew without any prior instruction.

The next day after a drive around the local mountains and villages, and an excellent Bavarian lunch of steak with sweet mustard sauce and Pasta, we headed into Austria, on the way visiting Bertessgarten, where Hitler had his 'Eagle's Nest' and snow bound mountain passes with spectacular views, and eventually to Strasbourg.

This is a very beautiful university city, and the centre of Arts in Bavaria. Our visit included a visit to Cafe Tomaselli, the most famous coffee shop in Austria, and a tour round some of the spectacular squares and churches. Back to Bad Reichenhall, and the General's house to make a couple of phone calls to set up a meeting for the following day in Munich, and this time to polish off a whole bottle of Irish whiskey between us. Gen. Rall has some of the highest honours his country can bestow, in war and peace, including the Knight's Cross with Oak Leaves, and Swords, the second highest honour, and although time is taking its toll of the wartime veterans, he still has contact with some very interesting people. Our meeting in Munich was to be with a very private man, Col. Edo Neuman, who was Adolf Galland's deputy and the commanding officer of JG27 in the Western Desert, among whose pilots was Heinz-Joachim Marseille, arguably the most gifted natural flyer in the Luftwaffe. Marseille was a legend in Africa, and in one day shot down 17 Allied aircraft.

Imagine our astonishment after such a mild day previously, to wake up and find three inches of snow ! That changed our plans and a leisurely drive to Munich through the countryside was cancelled, and we took the Autobahn, arriving before lunch. After another Bavarian snack of white sausage steamed and served with sweet mustard, and hot very black coffee, we decided to go to see the aircraft collection of the Deutsches Museum, on an island in the Isar River. The collection was astonishing and included aircraft from WW1, including an original Fokker D7, a classic fighter; a Rumpler C-IV, a reconnaissance aircraft that could reach heights of 24,000 Ft., in addition to early aircraft such as an original licence built Wright Flyer, and early machine a Rumpler Taube. Pre-war aircraft were represented by a Junkers F13, and Ju.52, Klemm L25, and Me 108, and of course WW2, with a Me109E, Me 262, Me 163 rocket fighter, and the amazing Bachem Ba349 Natter rocket powered vertical launched rocket fighter fitted with twenty attack rockets at the front. Post war aircraft included one of Gen Rall's beloved Starfighters, and the VJ 101C vertical takeoff experimental aircraft with swivelling engines on the wing-tips. There was much more, too much to recount here, but I took slides of everything, and it was so interesting wandering around with a man who extensive experience on many of the aircraft displayed. I wonder what the crowds of Germans and tourists would have thought if they knew who the elderly gentleman was with the two Englishmen. If you are ever in the area, it is an aviation collection not to be missed.

Then, after a drive round the city, including a visit to the English Garden, a park twenty kilometres long, we went to our meeting with Edo Neuman and his wife, the highlight of our visit. That has to be one of the most astonishing meals I have ever had, with two great aces and flyers, and as the wine flowed so did the stories, about Goering, Galland, Marseille and the great German aces, such as Steinhoff, Barkhorn, Marseille and the greatest Hartmann, all of whom were great friends of these two men. In the past few years, working for the Yorkshire Air Museum, I

have had the privilege of meeting many legendary figures of the aviation era in which I hold a special interest, including some great RAF aces such as 'Johnnie' Johnson, Joe Kayll, and Buck Casson, and in May, 'Gabby' Gabreski, the highest scoring American Ace in the ETO., but never in all my days did I ever expect to meet and come to respect such men who were once this country's enemy. I does go to show that time heals all wounds.

After a quiet night in the airport hotel, the astonishing Hotel Kempinski, with an atrium height of over 100ft. !!, all in glass and very modern, (but cold), Dave and were up bright and early at 0530, to breakfast and go over to the airport for our flight SN488 at 0730, to Brussels. There had been very low temperatures at night and more snow, so I was more than surprised that we boarded the aircraft, Boeing 737-400, OO-SYB with the snow still covering it. Here I should point out that the new airport at Munch is of a 'linear' type construction with traffic and roads on the opposite side to a long terminal building, then an open aircraft maneuvering area, then another set of aircraft passenger 'gates' fed by underground pedestrian access. Not very good for spotting at all, especially at 0630 !! Anyway I did manage to note Hapag Lloyd A310-200 D-ALHW; KLM B.737-300 PH-BDN, either side of our aircraft, as well as Aerolloyd DC9-83 D-ALLZ, and Avia Nova ATR42 I-ATRF. We were delayed by 30 mins., for after taxiing the aircraft round the corner towards the departure runway, the Captain stopped the aircraft with engines ticking over, for 25 mins. whilst two Hydraulic platform type vehicles subjected the airframe to a thorough de-icing. Interestingly they were driven by the operators from the platforms high in the air ! Eventually we took off at 0820 on runway 08L for the 55 minute flight to Brussels over the snow laden countryside. The weather was somewhat better at Brussels, but because of the earlier delay our comfortable hour long stop-over became a rush as we hiked across the airport again to Gate A4 for our onward flight to LBA arriving just as our names were being shouted over the airport address system. This time a bus took us to the aircraft and, at last as I had hoped, I got my flight in a Dash 8, PH-SDU. On the way I noted Lauda Canadiar RJ, OE-LRE; Sabena 737-300 OO-SDP, and Dash 8s DJE; DJJ; DJW; DJV; Air Belgium's sole aircraft 737 OO-ILJ; Air UK Fok. 50 G-UKTC; Onur Air A320 TC-ONG; British World BAC 1-11 G-OBWD; Mearsk Air 737 PH-MAF; Sabena B727 OO-SYF; and Dash 8 SDM. Our flight SN647 was on time, and after a 90 minute flight at 1120, 1020 local, we landed in the gloom and mist of Yeadon's 'personal' cloud, again !

It was a truly memorable weekend, not just because of the company we enjoyed, but also for the weather; one day swallows zooming low over sundrenched alpine meadows, and the next day the snows and the depths of winter weather. I have promised myself though to return to the Bavarian Alps, when perhaps the sun will shine all day, and allow us to enjoy the spectacular countryside again, though next time I think I'd like to drive there.

Ken Coakley



Trips & Visits Contact John Jackson 0113 - 2503766



Enclosed with this magazine is a short form for trip suggestions in 1997. Please put your preference down and return to me, that way I can arrange the sort of trips that you want. The following may help.

Factory Trips

Woodford
Hawarden
Brough
U.P.S.
etc

Museums

Duxford
Elvington
Hendon
Shuttleworth
etc

Airports

Manchester
Heathrow
Gatwick
Coventry
etc

Remember, in order to arrange trips I need some response.

I am currently putting together trips to :-

The P.F.A. rally (1st week in July)
Fairford I.A.T. 19/20 July
Touring South of England Airfields
Scottish Airports/Airfields

Also if there is anyone wishing to share a car and costs for long week-ends please contact me.

John Jackson

Trips Organizer
16 Church St
Yeadon.
Telephone 0113 2503766

- cut -

SUGGESTIONS FOR TRIPS

Please list below your suggestions for trips in '97 and either post or hand back to John.

- 1.....
- 2.....
- 3.....
- 4.....
- 5.....

Name & Tel No.....

BOMBS AWAY — ALMOST

By Alan Tempest

Doncaster railway station was bathed in sunshine as our Class 91 arrived on time from Leeds City.

Having time to spare before the next leg of our "rail tour" to the Lincolnshire coast, we joined a throng of "spotters" for an hour, before the cross-country "Sprinter" arrived for our journey east.

Traffic at Doncaster was brisk with many Class 47s, 56s and the London electric 225s, and it was good to see Railfreight with its 37s

But we had to move on. The ubiquitous cross-country Class 158 was on time, so we were off on a new rail route, this time to the flat lands of Lincolnshire, and the much-improved town of Skegness.

Having always enjoyed all forms of transport, including ships, aeroplanes (both civil and military), cars and motor-bikes, it was the turn of the railways for this day out.

With my friend and fellow transport enthusiast and Air Yorkshire member, Ken Battersby, we boarded the virtually-empty Class 158. It wasn't long before we passed a now sad-looking RAF Finningley, remembering the happy days when the Vulcan was king (and rugby matches, which I was involved in, always seemed to finish up with a fight).

The 158 trundled along the flat countryside at an enjoyable pace, the only annoyance was the brake compressor which was noisy.

Our journey was nearing its end, as we entered a small, well-kept station, for some reason the brakes were being applied hard and I looked up at an unusually large railway station sign ----- Wainfleet.

"Never been here before," remarked Ken.

"I have," said I, thinking back to a day 40-odd years ago.

I began telling my companion, the story of my one and only other visit to Wainfleet, but it wasn't until the other month, while reading one of Leslie Shefstiks enjoyable articles, did I realise I hadn't told the complete story of a once-in-a-lifetime experience.

As I pondered later, I realised the story was really in two parts.

It was during my RAF service as a Canberra rigger that, as we were preparing for my squadron's (109 Pathfinder) involvement in the Queen's official birthday fly-past celebrations, that this narrative begins.

Having flown many times in the most beautiful of aircraft, the English Electric Canberra, I thought at the time it would be an unusual one-off to fly in formation on the Queen's official birthday celebrations. I didn't suppose many "erks" would get the chance to lay in the nose of a Canberra jet bomber, looking down and waving at Her Majesty.

As my aircraft (914) was to be the formation's lead aircraft and flown by our squadron-leader, I asked during the earlier part of the week if I could fly with him on this special day. A real gentleman of an officer, he didn't hesitate and said I would be most welcome.

Sorties prior to the fly-past were cut to the minimum as the squadron's aircraft were being prepared.

On the day of the fly-past, I never went out to the dispersal, but reported for work in No. 2 hangar on an undercarriage repair.

Lunch over with, I got a lift out to the dispersal and picked up my parachute, and strolled towards the "pans" where all the Canberra aircraft were being prepared for an early afternoon take-off.

A tractor and trailer passed with a full complement of bombs ----- strange, I thought.

Stopping to discuss a problem with another aircraft, I then turned to walk towards my "kite", but to my horror and amazement the armourers were "bombing-up"----914.

As I approached, the ground crew and our squadron-leader were all smiling and grinning. The corporal armourer told me with an evil smile that I had "volunteered" to take part in a bombing run to the Wainfleet bombing range. There was no way out. I had to go.

(Remembering one particular murky, snowy winter's day while doing my "square bashing," we were asked if anyone could play an instrument. "Yes, corporal, I can play the piano," thinking it would get me away from the parade ground into a pleasant, warmer atmosphere. "Then report to the duty sergeant at the officers' mess." My fellow "volunteer" and I walked off briskly. "You see that piano over there, I want you to push it over to the C. of E. Church," he ordered. In slush and mud we propelled this instrument up hill and down dale, cursing our every step. Never, never, never volunteer again I had told myself, and here I was "volunteering" again.)

"Just thought we'd get some practise in and drop a few of these 500 blighters on the range after we returned from our duty to entertain the 'old girl'. No problem, Tempest," he said in his beautiful BBC accent?

I followed him into the aircraft. The nav was already preparing for our flight. What was it like to go "bombing"? Do we dive out of the sky like a Stuka or Hellcat or do we just breeze along at sea level and drop our bombs on the range. I remember so vividly pondering and worrying about myself and my stomach's fate.

"Beanie" gave the thumbs up and the port engine and then the starboard engine came to life. We rolled out ahead of the other Canberras to line-up on the main runway. I observed with great interest, as our pilot released the brakes and we accelerated down the tarmac. With my knowledge, I knew every instrument on the panel, and as my pulse raced with excitement, we rotated into a beautiful clear sky.

Listening and watching the movements of the other Canberra bombers I could see from my position in the cockpit, it was obvious that we had to work hard to get a perfect formation. The forming up of this tight configuration was and still is a most unforgettable memory. I listened as the sky's airwaves were filled with expletives of orders and counter orders as our "skipper" fine-tuned the line-up.

With all the excitement I had forgotten the time factor. "Get in the front, Tempest and give the 'old girl' a salute from our squadron," I was told. I didn't see much of RAF Oddiham. I don't know if the Queen ever returned my salute, but I do remember that it had been a most exhilarating period of my short life-time.

And then as I heard the words "head for home" and we banked away, the butterflies started to go into overdrive as I realised we were going "bombing".

Returning to sit by the side of the navigator I waited and listened to some sort of instruction to say we were on the "run in". I sat and listened, totally absorbed in the pilot's movements....and then I heard the word "Wainfleet".

At the time I was glad to hear that we had flown over Wainfleet, and "aborted, because of poor conditions," but now, many years later, I do wish I could have gone on that bombing run ----- to Wainfleet.

SWISSAIR

March, 1931 was an important date in Swiss aviation history because, during that month, two companies merged to form Swissair. They were Basle Air Transport and Ad Astra Aero; the latter having been founded in 1919.

The new carrier wasn't big. At inception it had nine pilots and twelve other crew. But at last Switzerland had its own national airline. Just over four years after it came into being - on April 1st, 1935 - Swissair began operating a regular passenger service from Zurich to Croydon.

When its Tokyo route began is unclear. But it was on March 9th, 1962 that Convair CV990s were put onto that service; this being the day on which these airliners made their commercial debut. However, it wasn't a Convair but a Caravelle that crashed the following year. The Rome-bound plane had left Zurich on September 2nd, 1963 when disaster struck soon after take-off. As so often happens, everyone on board was killed, in this case 74 passengers and six crew.

On a happier note, February 18th, 1970 saw KLM, Swissair, SAS and UTA form a group called KSSU (the first letters of their names). The object was to enable a bulk order to be placed for the new DC-10s, and spare parts were also ordered. In addition there was to be co-operation between the partners in respect of aircraft maintenance.

In September the same year a Swissair DC-8 was blown up in Jordan by terrorists. However, this was not the only airline to suffer.

A TWA 707 and a BOAC VC10 were also destroyed in the same hi-jacking incident, the atrocity happening at a former RAF airstrip that had been renamed "Liberation Airport". But that wasn't all. A Pan Am 747 with hostages aboard, was compelled to fly to Cairo. After everybody on board had been set free, this plane was also blown up.

Eight and a half years later, on March 14th, 1979, Swissair ordered ten Airbus A310s, with options on a further ten.

Four years afterwards a Boeing was delivered to Swissair; and it was the first of a new model: the 747-300. This aircraft was also identified as the 747-SUD (Stretched Upper Deck). The delivery date was March 28th, 1983. The upper cabin level had been "stretched" by 23 feet. This allowed 85 more economy seats or 26 additional first class ones to be installed and, although this increased the airliner's total capacity by 10%, there was 5% less leg room.

Plane spotters of the day could recognise the 747-300 by its 21 upper portholes and one extra door.

Down on the ground, but not until July 10th, 1987, the Galileo ticket reservation system was launched with four airlines using it; one of which was Swissair. The others were British Airways, KLM and United Air Lines.

On to 1990. On October 3rd that year Swissair placed an order for 19 Airbus A321s and seven A320s with options for a further 26 of the same types.

A complete history of Swissair would fill a book, so this article has only selected a few facts and events. Hopefully they have been interesting ones.

Leslie Scheftsik

AIR YORKSHIRE MEETING - 6 APRIL 1997

Steve Hague, who is actively engaged in restoring aircraft in the collection of the Yorkshire Air Museum at Elvington, provided a well-illustrated talk on past and current projects.

His slides covered some twenty aircraft, many of them showing "before and after" states of restoration. Often from the most unpromising beginnings - the best known example probably being the rear fuselage of the Halifax which was used as a hen-house for many years - the Museum workers employ every kind of ingenuity to achieve the final results which are presented for public view.

It is a world where everything is not what it may seem, concealing skills appropriate to spare-time surgery, and which would bring a smile of approval from Dr Frankenstein. The more extreme cases of dilapidation through age, through crude cutting up into transportable pieces, or of erosion due to exposure to the elements, may take years to rebuild. Conversely, some aircraft have been flown into Elvington at the close of their working lives and "only" require regular maintenance. It is hoped to taxi the Victor - with its enormous thirst for fuel - under its own power later this year.

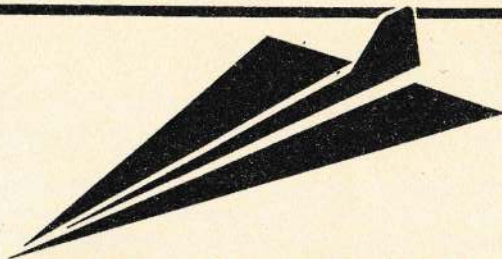
The application of representative serial numbers and colour schemes can be perplexing to the ardent spotter, who in this reviewer's opinion can be forgiven in the quest for the "true" identity of an aircraft which can embody major parts of several.

On a note which strikes a chord with restorers of all artefacts and works of art, Mr Hague argued for the presence of evidence of use on exhibited aircraft, such as scuff-marks and blackened metal behind exhausts. This is to reflect the realism of service operation, as opposed to the adoption of the pristine, factory-fresh finish seen in some air museums. Doubtless, this debate will continue.

Finally, an appeal was made on behalf of the Yorkshire Air Museum for voluntary help of every possible sort. Certainly, visitors in recent months will have been impressed by what has been achieved, and the association with Yorkshire's rich aviation heritage merits a special case for support.

Denis Yeadon

Footnote: Two books which provide details accounts of restoration projects at the Y.A.M. are "The Unbeaten Warrior Returns", by Ian Robinson, £7.95 (about the Halifax), and "One Man's Mossie" by Norman Spence and Tony Agar, £7.95 (concerning the Mosquito), both available from Air Supply.



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